

Amendments to the Claims: This listing of claims will replace all prior versions, and listings, of claims in the application

Listing of Claims:

1. (Currently Amended) A support crossbeam for an instrument panel adapted to be assembled between two side elements of a frame of an automotive vehicle next to a front part of an interior, ~~of the typesaid support crossbeam being~~ obtained by pressure die-casting of a light metal alloy and integrating several anchoring and supporting configurations, ~~characterized in that it wherein the support crossbeam is formed by a single part of having an elongated configuration and extending between first and second ends, said single part comprising a general profile with having an open cross-section with and first and second tubular portions with having a closed cross-section, each portion in a respective one of located respectively in~~ said first and second ends, and in that said general profile ~~with an~~ having ~~said~~ open cross-section includes at least one portion comprising a pair of spaced opposite walls, ~~joined at one of their~~ having respective longitudinal edges joined to corresponding longitudinal edges of a connecting wall, said opposite walls defining, together with said connecting wall, a substantially depressed U-shaped cross-section profile,

wherein one of said opposite walls is an upper wall, the other one of said opposite walls is a lower wall, and the connecting wall is a bottom wall, and

wherein the general profile having the open cross-section comprises several transverse ribbings, each having three edges respectively joined to said upper, lower and bottom walls in a position substantially perpendicular thereto.

2. (Cancelled)

3. (Currently Amended) ~~A~~ The crossbeam according to claim 1~~claim 2~~, wherein said bottom wall has waviness defining a longitudinal groove the ends of which extend at least partly along the tubular portions.

4. (Currently Amended) ~~A~~ The crossbeam according to claim 1~~claim 2~~, wherein said bottom wall has waviness defining a longitudinal groove the ends of which extend at least partly along the tubular portions, and in that the groove has at least one interruption to provide a planar portion with a hole for the passage of a fixing element.

5. (Cancelled)

6. (Currently Amended) A crossbeam according to claim 1~~claim 2~~, wherein the general profile with an open cross-section comprises several transverse ribbings joined at three of their edges respectively to said upper, lower and bottom walls in a position substantially perpendicular thereto, and in that at least one of said transverse ribbings comprises, next to its a free edge thereof, appendages delimiting a hollow provided for housing a cable or wiring harness between them, at least one of said appendages being able to be riveted on said cable or wiring harness to fasten it cable or wiring harness in said hollow.

7. (Currently Amended) A crossbeam according to claim 1~~claim 2~~, wherein the general profile with an open cross-section comprises several transverse ribbings joined at three of their edges respectively to said upper, lower and bottom walls in a position substantially perpendicular thereto, in that at least one of said transverse ribbings comprises, next to its free edge, appendages delimiting a hollow provided for housing a cable or wiring harness between them, at least one of said appendages being able to be riveted on said cable or wiring harness to fasten it in said hollow, and in that said hollow forms part of a notch formed in the transverse ribbing, said notch being provided for locating and housing said cable or wiring harness at least partially.

8. (Currently Amended) A support crossbeam according to claim 2, for an instrument panel adapted to be assembled between two side elements of a frame of an automotive vehicle next to a front part of an interior, said support crossbeam being obtained by pressure die-casting of a light metal alloy and integrating several anchoring and supporting configurations, wherein the support crossbeam is formed by a single part having an elongated configuration and extending between first and second ends, said single part comprising a general profile having an open cross-section and first and second tubular portions having a closed cross-section located respectively in said first and second ends, and in that said general profile having said open cross-section includes at least one portion comprising a pair of spaced opposite walls, having respective longitudinal edges joined to corresponding longitudinal edges of a connecting wall, said opposite walls defining, together with said connecting wall, a substantially depressed U-shaped cross-section profile,

wherein one of said opposite walls is an upper wall, the other one of said opposite walls is a lower wall, and the connecting wall is a bottom wall, and

wherein at least one of the tubular portions comprises, in a front wall, having appendages delimiting a hollow between them, provided for housing a cable or wiring harness, at least one of said appendages being able to be riveted on said cable or wiring harness to fasten ~~it~~the cable or wiring harness in said hollow.

9. (Currently Amended) A The crossbeam according to claim 8~~claim 2~~, wherein at least one of the tubular portions comprises, in a front wall, appendages delimiting a hollow between them, provided for housing a cable or wiring harness, at least one of said appendages being able to be riveted on said cable or wiring harness to fasten it in said hollow, and in that said hollow forms part of a groove extending along at least part of said front wall of at least one of the tubular portions, said groove being provided for locating and housing said cable or wiring harness at least partially.

10. (Currently Amended) A The crossbeam according to claim 1, whereln said general profile of ~~an~~having the open cross-section is adapted to be demolded in a transverse direction of the crossbeam and said first and second tubular portions of ~~a~~having said closed cross-section are adapted to be demolded in the longitudinal direction of the crossbeam.

11. (Currently Amended) A The crossbeam according to claim 10, further comprising at least one through hole obtained in the pressure die-casting operation, said through hole being oriented, to that end, in said transverse demolding direction of the crossbeam.

12. (Currently Amended) A The crossbeam according to claim 10, further comprising at least one through hole obtained in the pressure die-casting operation, said through hole being oriented, to that end, in said longitudinal demolding direction of the crossbeam.

13. (Currently Amended) A support crossbeam according to claim 1, for an instrument panel adapted to be assembled between two side elements of a frame of an automotive vehicle next to a front part of an interior, said support crossbeam being obtained by pressure die-casting of a light metal alloy and integrating several anchoring and supporting configurations, wherein the support crossbeam is formed by a single part having an elongated configuration and extending between first and second ends, said single part comprising a general profile having an open cross-section and first and second tubular portions having a closed cross-section located respectively in said first and second ends, and in that said general profile having said open cross-section includes at least one portion comprising a pair of spaced opposite walls, having respective longitudinal edges joined to corresponding longitudinal edges of a connecting wall,

said opposite walls defining, together with said connecting wall, a substantially depressed U-shaped cross-section profile.

wherein one of said side walls is an upper wall, the other one of said side walls is a lower wall, and the connecting wall is a bottom wall, and in that it integrates

further integrating a pair of support legs extending transversely downwards from a central region, said support legs being connected to each other by a crossbeam and adapted to be fixed at their ends to a lower element of said frame of the vehicle.

14. (Currently Amended) A—The crossbeam according to claim 13, wherein it integratesfurther integrating two steering column supporting configurations located between said central region and the said second end of the single part, said steering column supporting configurations being formed by substantially symmetrical transverse mortises defined in said lower wall.

15. (Currently Amended) A—The crossbeam according to claim 14claim 13, wherein it integratestwo steering column supporting configurations located between said central region and the second end, formed by substantially symmetrical transverse mortises defined in said lower wall, and in that it further integratesfurther integrating at least one sound equipment supporting configuration; at least one knee airbag supporting configuration; at least one upper instrument panel supporting configuration; at least one central instrument panel supporting configuration; at least one first fuse box supporting configuration; at least one second fuse box supporting configuration; at least one front passenger airbag supporting configuration; at least one upper terminal box supporting configuration; and at least one first and one second ventilation element supporting configurations.

16. (Currently Amended) A—The crossbeam according to claim 1, wherein corresponding first and second anchoring flatbars are formed in the first and second ends, whichwherein said anchoring flatbars extend transversely and are adapted to be fixed respectively to said two side elements of the mentionedsaid frame of the said automotive vehicle.

17. (Currently Amended) A—The crossbeam according to claim 16, wherein said anchoring flatbars have a profile with a substantially L-shaped cross-section reinforced with ribbings and are adapted to be demoided partially in the longitudinal direction of the crossbeam, next to the

Application No. 10/594,166
Amendment dated July 6, 2010
In Reply to Office Action of February 5, 2010

TJA-150US

corresponding tubular portions, and partially in the transverse direction of the crossbeam, next to the open cross-section general profile.